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TESTIMONY

OF

MR. ZADOK STREET,

LATE OF SALEM, OHIO,

7574.49

IN REGARD TO THE TREATMENT OF

Live Stock During Transportation,

IN 1879 AND '80,

FROM REPORTS MADE BY HIM, AS

AGENT OF THE AMERICAN HUMANE ASSOCIATION,

AND NOW PUBLISHED BY THAT ASSOCIATION.

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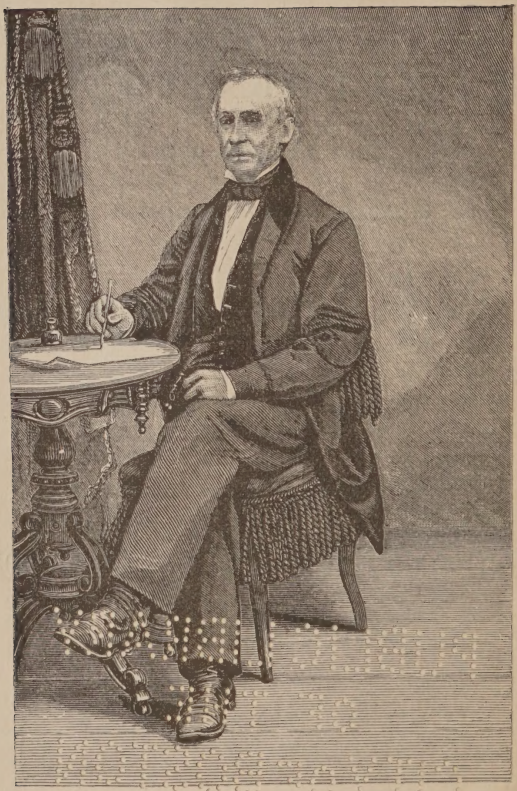

ZADOK STREET.

1574.49 Eugene F. Fay Nov. 1, 1884

TESTIMONY.

October, 1879.

At the request and by the authority of the Executive Committee of the American Humane Association, I have, for six months, been going from place to place, to witness the condition of animals when loaded into the cars on our railways; also, their treatment while in transit, and their condition at the time of their arrival in the Eastern markets.

I have travelled more than eighteen thousand (18,000) miles over some of the principal railroads, and had men with me a part of the time, as witnesses.

I have seen one thousand three hundred and forty (1,340) local stations where animals are collected and shipped. A large portion of their pens are located on low, level ground, and when the pens are much used in wet weather, they become extremely muddy. A few of the pens are raised by putting gravel or small stones in them to prevent them from becoming muddy, and I have seen, in some places, larger stones in the pens, which made them so uneven that animals could not either walk, stand, nor lie down without injury. In many of the pens, cattle and hogs were standing in mud from four to eight inches deep, exposed to the hot

sun, or storms, for days, while the owners were collec
ing their purchases, and no arrangements of any kin
for feeding or watering the animals were made whi
being so kept. I have seen cattle drink the filthy wat
that was standing in their tracks, before being loade
in the cars, showing their extreme thirst. At diffe
ent times I have witnessed large cattle, cows, youn
calves and hogs in the same pen, waiting to be loaded i
the same car. I have seen hogs so overcrowded i
pens, that there was not space for them to lie down f
rest. Owners have admitted that their animals had bee
driven from ten (10) to eighteen (18) miles without foo
or water, before getting to a railroad station, and th
they were then loaded into the cars in that conditio
I have seen at a station in Kansas, large, fine-lookin
fat cattle, which the owner expected to sell for export
tion, that had been confined in small pens for thr
days and nights continuously, exposed to the hot su
without food or water. A man in charge of this lo
said he had just received a despatch from the owner "
*ship them to St. Louis without giving them food
water*," and he said that after arriving in St. Louis,
could "get one hundred (100) pounds or more of wat
into each" before they were sold and weighed. T
weather was extremely warm, and I have seen drive
force nineteen (19) head of these large cattle into ea
car. To do this the cattle were pounded and punch
with poles having a sharp nail in the end of each, un
the blood ran from the wounds. The same man said
was an old shipper; that he had shipped thousands
cattle, and that "for them to go without feed or water f

ur days in succession, did not hurt them," even if the eather was very hot! He also said that no experi- nced shipper would allow cattle to have food or water r twenty-four (24) hours before shipping them. A rge number of other shippers told me they never lowed their cattle to have food or water for at least venty-four (24) hours before loading them into the rs, because cattle would not incline to lie down if ept hungry and thirsty. I have seen pens so crowded ith cattle, that, in their torment, the larger cattle oked and gored the smaller ones, to the shame of eir owners. I have seen scores of dead hogs at local ations, which died from heat or overdriving, and hun- eds more that died after being loaded into the cars.

FEED-YARDS.

Years ago the railroad companies built commodious ns at stations, within twenty-four (24) hours' run of ch other, at which stations all animals could be loaded and have rest, food, and water, and were nerally used by the shippers; but, for the last six ars, very few of the shippers unload at these stations, d the consequence is that many of the pens and yards ve become much dilapidated.

The feed-yards along the Missouri, Kansas and Texas ilroad, from Dennison, Tex., to Hannibal, Mo., four ndred and fifty miles, are all owned and controlled one man. They are kept in good order, and have ull supply of food and water kept in the troughs ile animals are in the pens. He charges by the car- d, and not by weight, for the hay, and this is *the*

only line of road I have seen where a full supply o food and water is given the animals at the feed-yards.

The feed-yards at Council Bluffs, St. Joseph, Atchi son and Kansas City, on the Missouri River, are a well adapted for the purposes designed, and are kept i good order; the pens for hogs and sheep are covered those for cattle and mules are not covered; so that th animals in the latter are left exposed to the sun an storms.

Animals from long distances west of the Missou River are generally unloaded at one of these feed yards, and when the pens are not overcrowded, th animals can lie down for rest, and have a full suppl of food and water *if the shipper so orders;* but I wa told that animals seldom had a sufficient amount o food or water allowed them. The pens and feed-yard in the city of St. Louis are all covered and kept i good order, and they are the best adapted for the pu poses intended, of any I have seen. The pens in Ea St. Louis are also covered and well arranged, but I wa told by different men at the yards, that shippers seldo allowed their animals to have half the food and wat their needs required while there. The feed-yards Indianapolis are among the best I have seen anywher

The Union Stock-yards in Chicago are the most e tensive of any on this continent, and I believe on th globe. They have one thousand cattle-pens; twel hundred hog and sheep pens; stabling for twel hundred horses. Fifteen hundred cars of stock can unloaded and cared for daily. A system of railwa extending into different parts of the Western State

thousands of miles, centres there. The yards occupy three hundred and fifty acres of land, and cost nearly five millions of dollars. Their repairs cost about one hundred and fifty thousand dollars annually, and seven hundred men are constantly employed in and about the yards to do the work required. The yards will accommodate about 10,000 cattle, 120,000 hogs, 5,000 sheep, and 1,000 horses at one time. The pens for hogs and sheep are covered; those for cattle are not covered, and the cattle are therefore exposed to the weather. The pens are kept free from mud, generally, and animals have a full supply of food and water when their custodians order; but, alas! it is seldom the cattle have a full supply given them, and they are frequently reloaded for the East before they have the needful time for rest. They are then driven into the cars in a tired, hungry, and thirsty condition, and run to Pittsburg, or Buffalo, before being unloaded. I have been told by different shippers that their cattle seldom have more than from two to four hours' time for rest at either place before they are reloaded for the East. At times they run from St. Louis and also from Chicago direct to the Eastern cities without time for rest, or food, or water!

The feed-yards at Pittsburg, at Buffalo, and at Albany are all adapted for the purposes intended; the pens for hogs and sheep are all covered, and those for cattle partly covered. They are kept in good order. A full supply of food and water can be had whenever the shippers order. Thousands of animals are taken from their feeding places in the West, six to ten days,

and sometimes a longer time distant from the Eastern markets, and at no place are they allowed the time for rest, food and water that their health and comfort require. All animals, it should not be forgotten, require rest and sleep, the same as man; and no man could stand in a stock car for twenty-four hours without food or rest, and endure the jolting, without sickening from exhaustion and suffering.

The water-troughs for hogs in all the pens at the feed-yards are open, and hogs lie in them much of the time. The result is, that little, if any, pure water is ever in them, and the hogs suffer day after day for want of it.

Upon the arrival of the trains at the stock-yards, the men employed there take the entire control of unloading the animals from the cars, and of putting them into their respective pens, and of giving them the food and water the custodian directs. The dead animals are dragged from the cars. The cattle in the cars that cannot rise to their feet and are still alive, are pulled out and left to lie upon the platforms until they are sold to and taken away by the men who buy dead and injured animals. The hogs that have broken backs, or limbs, are dragged by their ears and tails to be loaded upon trucks, and are often thrown one upon another, until hauled away to the slaughter-houses.

I have seen at the stock-yards, 100 head of large-sized cattle crowded into a pen 68 by 95 feet, and in other pens of the same size 80 head; and little hay or water given them. I have seen cattle in two or three hours after being unloaded, reloaded for another two days' journey, and was told by different men at the yards

that this was almost a daily occurrence, and that many shippers do not allow more than 50 or 60 pounds of hay to a car-load of cattle, and little, if any, water before they are reloaded. I have seen cattle overcrowded in pens at the stock-yards, and so kept for more than twenty-four hours, without food or water.

OVERLOADING.

It is no uncommon thing to see from 18 to 20 head of large, fat cattle in a car of 28 feet long and 8 feet wide; and 36 to 48 cattle, one and two years old in a car. Also, 120 stock hogs in each deck of a double-decked car, and from 80 to 90 large, fat hogs in single-deck cars, where there did not seem to be standing room for them.

I have seen 100 large, fat sheep forced into each deck of a double-decked car, in extremely hot weather. I have seen large, fat cattle, cows, young calves, and hogs overcrowded in the same car, some of the calves lying down, and hogs eating the calves while yet alive! Also, large bulls in the same car with smaller cattle, the former goring the latter. I have seen hundreds of cars with cattle so overloaded that there was hardly standing room. The cattle would use all their strength to get relief until some became exhausted and fell down. In that condition they were trampled upon by their fellows.

Shippers use the goad upon their cattle until blood runs. They wring and twist the tails of the cattle until the joints are dislocated; the poor creatures moaning piteously from the horrible cruelty. The animal, when

down, would use in vain all his power to rise, and in that condition would be trampled to death by his fellows. The official reports of the different railroad companies show that thousands of animals arrive at stations dead, and thousands more in a crippled and tortured condition, with broken horns and broken limbs.

I have seen ten or twelve trucks and drays from early morning until noon hauling away the dead and crippled animals at one stock-yard.

I have seen more than one thousand dead hogs taken from a single train; dead because of overloading and confinement day after day in the cars in the hot weather, and hundreds more nearly lifeless when unloaded!

I have seen a few humane dealers and shippers, who condemn in strong terms the general manner of treating animals in transit, and who never permit their animals to be overloaded, nor to suffer for want of rest or food; and *the result is, they seldom have a dead or injured animal.*

The treatment of cattle in cars is more easily seen than that of hogs; this causes more comment by observers; but I believe that the cruelty to hogs generally exceeds that of cattle.

RAILROADS.

The railroad companies claim to act merely as common carriers; to give stock trains the preference over all other freight trains, and to furnish the needful facilities for unloading, and good food and water at their feeding stations, whenever shippers desire to unload.

This live-stock traffic is one of the most profitable kinds of business they have, and the competition for it has become so great between the rival roads that the officers leave to the shippers the whole responsibility of caring for the cattle, in order to secure their trade. Nearly all the railroad officers and their employees with whom I have conferred, deprecate the cruelty, and speak of it as shameful and wicked. They have informed me of many cases of outrageous acts done by some of the shippers at divers times and places. I find, further, that the owners of the animals are seldom with them, *leaving their care to hired men.*

I have known a butcher buy a car of cattle, which he told me was a week's supply. I had men remain in full view of his slaughter-house day and night to see how the animals were treated while confined in the pens. They found that he killed two or three daily, leaving those remaining in the pens without food or water for four or five days, until killed.

I have seen hundreds of dressed animals at different slaughter-houses, for sale, that were not in a healthy condition when killed. The blood had collected in places, and, by running in a small knife-blade, matter could run from them. I have seen butchers cut off these places, to disguise the condition of the meat.

I find there are more than one hundred millions of animals consumed annually for human food in the United States. Within a few years there has been a demand for our cattle in foreign lands, which will greatly increase the value of our exportations, *if the cattle are rightly cared for.* The Mississippi Valley, as

all know, is one of the most productive agricultural regions of the globe, and a large portion of it is naturally adapted to the culture of corn and grass, and to the raising and feeding of domestic animals.

During nine months of 1879 there were received and sold in Chicago alone, one million head of cattle; four millions two hundred thousand hogs; two hundred and forty-five thousand sheep; and one thousand horses.

From five to ten per cent. of the value of cattle and of hogs is lost by shrinkage in weight, and by death and injury done to the animals between the feeding lands of the West and the Atlantic cities.

The commission men, the men at the feeding-yards, and indeed all parties in the trade, have a large pecuniary interest in this question. It may well be feared that, unless animals are better treated, their exportation and the packing and canning of meats will be largely reduced. This cruelty concerns the farmer, the feeder, and the laboring man, and all who use meat as an article of food, both in pecuniary and sanitary ways. All the civilized nations have taken action in favor of the better treatment of animals, and also to prevent diseased meats being sold for human consumption.

The geographical position of Chicago has made that city the most important live-stock market in the world. Hence it is important that it should be a fact and be made known, at home and in foreign lands, that no diseased or crippled animals are permitted to be sold or packed there for human food.

With the co-operation of our best railroad and feed-yard men, drovers, and commission men, backed by an

nlightened public opinion, this Association is entirely onfident of success in its humane purposes to lessen argely, if it cannot wholly prevent, these revolting ruelties.

We invoke the aid of the press and pulpit, that this nnocent suffering of the cattle shall end speedily, and vith it the demoralization of the men who inflict it, and f others who witness it, besides the other sufferings of ur fellow-creatures from the diseased meat occasioned hereby.

In regard to geese and poultry, I will state:

GEESE.

I have seen at one station hundreds of geese conned in pens, and was told that the owner had been uying and collecting them, day by day, for more than week, and that at one time only was he known to ive them water.

POULTRY.

I have seen twenty-five boxes or crates filled with hickens which were shipped from stations on the Misouri River to Denver in Colorado, 600 miles distant, o overcrowded that there was not standing room for iem, and in a few hours many died.

I have seen cars loaded with different kinds of poultry itended for the Eastern cities, so crowded in each deartment that many died of suffocation.

JANUARY, 1880.

Soon after our annual meeting in October last, I ent to Kentucky to witness the treatment of animals

while in transit in that State, and found that the fat cattle are generally unloaded in Covington, Ky., or in Cincinnati, O., and there have time to rest, etc. Several shippers told me that they had found the first run should not be of more than twelve hours. "Cattle," they said, "when first loaded, would use all their strength to get relief from their close confinement; the more docile and the weaker were greatly oppressed, and at times seriously injured."

From Kentucky I went to the stock-yards in Cincinnati, O., and found more cattle and hogs there than the yards could properly accommodate. The pens were crowded and all in a very dirty condition, the water in the hog-troughs being unfit to drink. The men employed in the yards told me that the animals generally had not half the feed while there that they required. I saw butchers buying and taking away injured and crippled cattle.

From Cincinnati I went to the St. Louis stock-yards, and found the cattle in the pens had no hay. The State agent there told me that the owners would not give the animals the quantity of hay they needed. I also found hogs overcrowded in many of the pens, and the pens in a filthy condition, the odor of which filled the atmosphere. I saw several cars standing on the side track, loaded with hogs that had died in transit, or after their arrival.

From there I went to Kansas City, and found there in detail, the same things I had seen in St. Louis, except there were fewer dead hogs.

From Kansas City I went to Lafayette, Ind., which

is the main feeding station for animals shipped from the different places along the Missouri and Mississippi rivers. The yards there are extensive and well located. The agent said that a few years ago shippers generally unloaded there, but now they seldom do so. For more than three months no cars had been unloaded, except a few cars of sheep. While there I saw several trains pass by that were loaded with cattle and hogs for the East, and I was told that they had been on the cars from thirty to forty hours.

From there I went to the stock-yards at Indianapolis. The pens and water-troughs were in the same condition as at other places already named.

From Indianapolis I went to Chicago cattle-yards, because I heard that great numbers of hogs were going there. I found nearly all the hog-pens greatly overcrowded, and thousands of hogs in the cattle-pens, where there were no troughs low enough for them, and exposed to the storms. Hogs continued to arrive in large number;—in one day, 64,643, and on other days more than 50,000 a day! with more or less dead and injured on every train.

I remained there a few days. On Sabbath day, many cars were unloaded, and the injured hogs were dragged from the cars and were left lying in the muddy pens. About 3 P. M. they were still there, and at 9 P. M. the mud began to freeze, and the poor, suffering animals were struggling for relief. I could not find any yard-men whom I could hire to move them under cover. Early next morning they were dead, caused, no doubt, by their exposure.

The remarks of Dr. George L. Miller, at our late annual meeting, "that cruelty to hogs exceeded all other cases of cruelty to animals, and that men treated hogs as though they had no rights man was bound to respect," came vividly to recollection. From what I saw, I believed it advisable to employ a reliable man for a few days, who was not known about the yards, to note acts of cruelty that he might see, and to report to me daily. This was done. His statements are in my hands, and would be now given if my space permitted; but, as a whole, they are confirmatory of the worst I had before seen or heard.

I also copy a few remarks on the treatment of hogs, taken from a report of the commissioners, who were appointed under the authority of the last Congress to investigate the causes of the diseases of domestic animals, which was furnished me by the Commissioner of Agriculture, a few days ago, which fully coincides with my observations. "The corn thrown to the hogs becomes soiled with dung and urine, and they tramp through the excrements and go with their filthy feet into the troughs that contain the water for drinking. Experiments show that a small quantity of poison may not injure materially, but that would not warrant it to be harmless when taken with every meal, and when they plunge their filthy feet and noses fresh from the pestiferous excrements into the water-troughs. Food, faulty in character and wanting in variety; water, deficient in quantity and purity; quarters too limited in space and filthy in condition, are the three leading factors in the production of swine disease. The less

prevalence of disease among swine, of late, is due to the increased facilities for selling to summer packers, the approach of the disease in any locality being the signal for selling the whole herd."

The official report of animals received in Chicago during the year 1879, shows that in one day 7,898 cattle, 64,643 hogs, and 3,709 sheep were received; and in one week, 31,426 cattle, 276,200 hogs, 11,600 sheep, and 714 horses; and during the year, 1,215,732 cattle, 6,448,330 hogs, 325,119 sheep, and 10,473 horses. The total value was $114,795,834. There is an annual increase in numbers and value.

I made efforts at different times to ascertain the number of dead and crippled animals that arrived at Chicago, St. Louis, and Kansas City; and was finally told by the officials at those places that they would not, under any circumstances, have the facts made public.

I would now propose that the American Humane Association be incorporated by Congress, with power to enforce all State and national laws in regard to cruelty to animals, and report annually to the Commissioner of Agriculture at Washington.

I am aware that to do all the work this Association might do would require much labor and large expenditures of money. But if our wealthy citizens knew the importance of the subject, I have no doubt the Association would ere long be sufficiently endowed, as there is no subject of more importance to the health of the whole people, or in which money can be used more distinctively for the general good. The donors would have the satisfaction of knowing that they had been

faithful stewards of that intrusted to them while on earth.

And I would again invoke the aid of the pulpit and press to give their aid and influence in the great work. All of which is respectfully submitted,

FEBRUARY, 1880.

"I am aware that my past labors are fully appreciated. When I can be satisfied that my efforts will advance our good cause, I am ready to work on, *if no one more efficient can be found.* It is now near ten years since I engaged in the work the Association was afterwards formed to promote, and have spent two-thirds of my time and thousands of dollars of my own money in promoting it, to the neglect of other profitable business. I believe I have done much good, and been more useful than I could have been in any other way." . . .

"In regard to the slaughtering of animals, I wish to say that the most humane and complete system I have ever seen, was at the Brighton abattoir, in Boston, by the Messrs. Chamberlain, where the cattle are shot. I shall recommend it to others. It should be adopted everywhere."

ZADOK STREET.

As Mr. Street died, Aug. 27, 1880, at his home in Salem, O., it seemed desirable to put in pamphlet form his testimony, so as to be more widely circulated

d be more easily accessible. Some expressions of a rsonal nature in regard to his labors in this work, not ·itten for publication, are given, in simple justice to s honored memory. It should be added also that his ertions and exposures in the search for facts, regardless all considerations of himself, or of the claims of adnced age, or of the intense summer heats, undoubtedly ɔrtened his valuable life. It was providential that e Association found a man so fitted at all points for the ɔrk given him to do, and which he did so well. It was evitable that he should have been looked upon with ·ong aversion at the time by many whose deeds he was ɔorting; but so calm was he in his bearing, so temper- in his speech, so well informed on all the points in ntroversy, so sincere, so humble while so fearless, that went unmolested wherever he saw it his duty to go. he heard, as he did, the maledictions of many, he ard, also, wherever he went, and from every class of n in the cattle transportation business, the informan he desired and from many their unsought benedicns. This is said in justice to him and to them.

PHILADELPHIA, October, 1880.

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